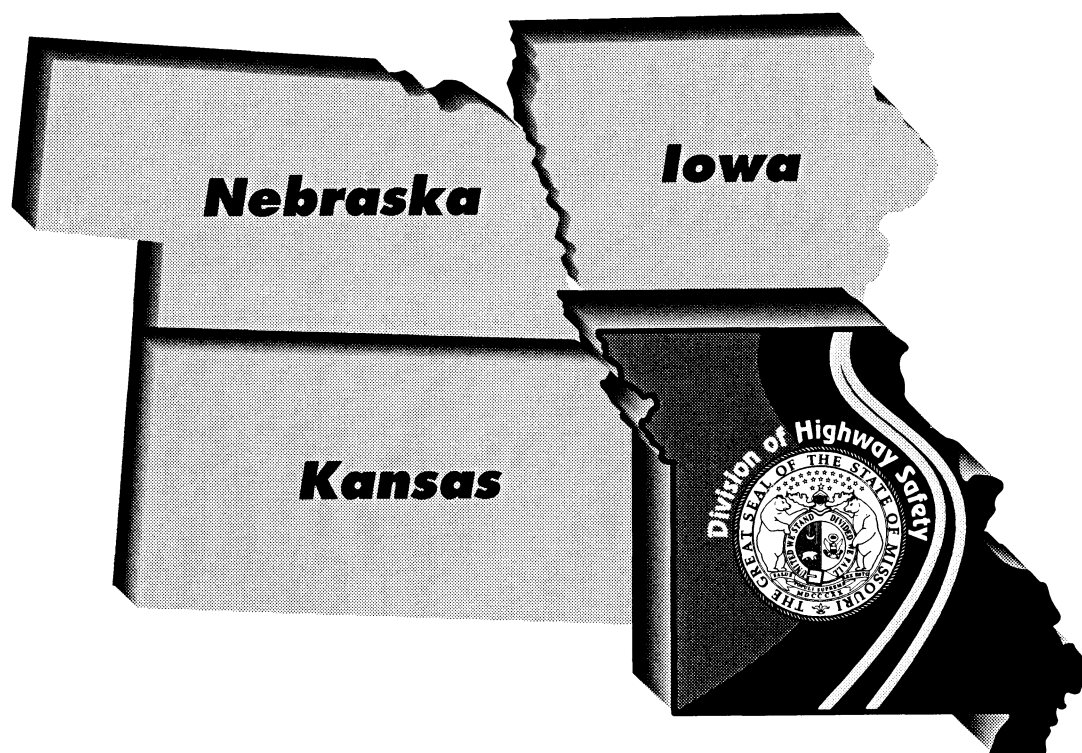


Highway Safety Program 1998



Section 402/410

HIGHWAY SAFETY PROGRAM

ANNUAL REPORT

STATE OF MISSOURI

ACTIVITIES FOR FISCAL YEAR 1998
(October 1, 1997 through September 30, 1998)

MEL CARNAHAN
Governor

GARY B. KEMPKER
Director
Department of Public Safety
Governor's Highway Safety Representative

JOYCE F. MARSHALL
Director
Division of Highway Safety

Table of Contents

Foreward	3
Executive Summary	4
Police Traffic Services	6
Alcohol	16
Occupant Protection	28
Traffic Records	30
Safe Communities	33
Engineering	37
Budget Addendum	43

FOREWORD

Our mission—to reduce the number and severity of traffic crashes and resulting deaths and injuries—requires the staff of the Missouri Division of Highway Safety to work closely with state and local agencies in an attempt to develop programs which are innovative, cost efficient and, above all, effective in saving lives. This is accomplished through development and administration of the Governor's Highway Safety Program.

In keeping with this administration's philosophy to provide quality customer service, we strive to incorporate involvement from both traditional and non-traditional partners in our safety endeavors. These partnerships have ranged from state and local law enforcement to auto glass & muffler repair shops and even as far as funeral homes. Expanded partnerships enable us to reach a broader base of customers with the life-saving messages of traffic safety.

The accomplishments noted in this report would not have occurred without the dedication and foresight of the staff of the Division of Highway Safety and the support of the Department of Public Safety. In addition, the State Highway Patrol; Statistical Analysis Center of the Patrol; Missouri Safety Center; Safety Councils; North Central, Southeast and Southwest Missouri Safe Communities; Missouri Advocates for Traffic Safety; Law Enforcement Traffic Safety Advisory Council (LETSAC); and the Region VII National Highway Traffic Safety Administration (NHTSA) continually provided assistance and helped expand our creativity and scope.

Comments or questions relevant to this report may be directed in writing to:

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EXECUTIVE SUMMARY

Guidelines

The Annual Report for the Missouri Division of Highway Safety covers those activities funded for the period October 1, 1997 through September 30, 1998. The structure of this report attempts to follow the guidelines set forth by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) Order 960-2/7510.3A.

Purpose

The National Highway Safety Act of 1966 charges each Governor with the responsibility of establishing a state highway safety program. In the State of Missouri, the program is administered through the Missouri Division of Highway Safety (MDHS), a division of the Department of Public Safety. The mission of the MDHS is to reduce both the number and severity of traffic crashes and the deaths and injuries resulting from these crashes.

Problem Identification

Traffic crashes are, unfortunately, an accepted part of our mobile society. In 1997, there were 191,765 traffic crashes in Missouri resulting in an economic loss to the state of \$2.9 billion. In these crashes, 81,515 people were injured while another 1,192 lost their lives. Tragically, motor vehicle crashes are the leading cause of death for persons aged 5-34 years.

Problem Solution

An annual Highway Safety Plan is developed by the MDHS utilizing statewide traffic crash data. Statistics are maintained by the Highway Patrol in a repository identified as STARS—Statewide Traffic Accident Reporting System. The Patrol's Statistical Analysis Center compiles the data into a comprehensive report known as the Traffic Safety Compendium. This Compendium contains the following statistics that enable MDHS to produce a data-driven Highway Safety Plan:

- traffic safety problem areas (e.g., drinking & driving, speeding, failure to use safety devices, engineering issues);
- geographic locations (hot spots for traffic crashes); and
- demographics (target groups by age, gender, urban vs. rural, etc.).

Strategies

State and local governmental agencies are solicited to assist in the development of counter-measure projects to address these problems. These projects are then compiled into a comprehensive traffic safety plan for the state. Federal funding to support the Plan is channeled to the state from the Section 402 Highway Safety Program within the US Department of Transportation. In addition to regular 402 funding, Missouri qualified for an alcohol incentive grant from Section 410.

Successes/Results

Since inception of the highway safety program, slightly over thirty years ago, Missouri has witnessed a drop in the vehicle death rate (fatalities per 100 million vehicle miles traveled) from **6.2 to 1.9** (in 1997). While not solely responsible for this trend, these traffic safety countermeasure projects have made dramatic strides in saving lives.

Although the Division supported numerous projects in each problem area addressed in Missouri's 1998 Highway Safety Plan, not all of those projects are incorporated into this report. We have accounted for a sampling of projects which we believe are particularly worthy of note. In some instances, we have chosen to aggregate multiple projects into one activity area (e.g., Police Traffic Services, Safe Communities). We consider this to be a satisfactory representation of Missouri's 1998 Highway Safety Program.

Budget

Total obligation of federal funding and expenditures by the State of Missouri for FY '98 were (Detailed expenditures are provided in the Budget Addendum):

Funding Code	Problem Area	Amount Obligated	Amount Expended
402	All Traffic Safety	\$4,628,724.11	\$2,852,532.23
410	Alcohol Incentive	\$2,241,571.76	\$508,012.18
TOTAL	ALL GRANTS	\$6,870,295.87	\$3,360,544.41

Program Evaluation

Two types of evaluation methods are used to determine program effectiveness—administrative and impact. Administrative evaluations measure the operational efficiency of task activities relative to meeting the established goals and objectives of the project. Impact evaluations determine the extent to which the project was able to effectively impact traffic crash involvement.

Included within this Annual Report are traffic safety countermeasure programs which have demonstrated best practices. These programs satisfy most, if not all, of the following criteria:

- they employ crash statistics to identify problem areas;
- they target high risk groups of individuals;
- they apply the knowledge and expertise of the local community to propose workable solutions;
- they apply varied resources from numerous sources;
- they are comprehensive in design;
- they seek to modify behavior through effective enforcement, education, and engineering.

Internal Activities

In addition to administering programs which are funded through state and local government agencies, Division staff participate in activities to further traffic safety within the state. These include, but aren't limited to:

- production and distribution of traffic safety materials;
- legislative tracking and review;
- training and presentations (e.g., child safety seats; safety belts; law enforcement grant applications; traffic safety programs; legislation; youth leadership conferences);
- exhibits (e.g., safety fairs; conferences; State Fair);
- press conferences & media events; and
- federal, state and local committees/boards with like-minded missions



OLICE



RAFFIC



ERVICES

**LAW ENFORCEMENT TRAFFIC SAFETY ADVISORY COUNCIL (LETSAC)****PROGRAM AREA(S)**

Police Traffic Services

JURISDICTION SIZE

Potential to represent of all state and local law enforcement agencies in Missouri

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Law enforcement agencies and specifically traffic officers

PROJECT CHARACTERISTICS

Provides funding for meetings and conferences for the Law Enforcement Traffic Safety Advisory Council

PROBLEM IDENTIFICATION

The division of highway safety recognizes the need to have input from law enforcement officers in order to develop effective traffic safety countermeasure programs. Traffic officers, because of their daily hands-on involvement in traffic safety, have the unique ability to provide the best feedback in this area. It would be impossible, however, to try to garner input from all the traffic officers from the 700+ law enforcement agencies across the state.

GOALS AND OBJECTIVES

To establish a law enforcement council to serve in an advisory capacity to the Missouri Division of Highway Safety. (LETSAC provides recommendations, direction, guidance, and information/training to enhance the efforts of the law enforcement community of the State of Missouri.)

STRATEGIES AND ACTIVITIES

- Hold monthly planning meetings
- Hold one Annual Conference

RESULTS

- The board met bimonthly
- LETSAC reviewed legislative issues and provided testimony upon request at hearings
- Search and Seizure training was provided by the Missouri Attorney General's office at the general membership meeting
- Annual Conference was held in July with an attendance of 211 delegates representing 120 departments; traffic safety sessions were provided at the conference

FUNDING

Section 402: \$ 15,000.77

Section 410: \$

CONTACT

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LAW ENFORCEMENT TRAINING

PROGRAM AREA(S)

Police Traffic Services & Alcohol (410)

JURISDICTION SIZEAvailable to all law enforcement agencies
(700+)**TYPE OF JURISDICTION**

Statewide

TARGETED POPULATION(S)

Law Enforcement Community

PROJECT CHARACTERISTICS

Traffic safety training designed to fit the needs of law enforcement (affordable, accessible, and POST-certified with continuing education credits).

PROBLEM IDENTIFICATION

In Missouri, police training has evolved from no training or 120-hour training to mandated 470/600/1000 hours. The problem with Missouri's basic training is that traffic safety/enforcement is very limited due to the many other topical training demands. In order to address this need, the Missouri Division of Highway Safety has provided funds to develop and conduct specialized training programs for enforcement personnel in the areas of traffic crash investigation, impairment detection and apprehension, and management of traffic enforcement systems. Through these efforts, many departments have established and maintained traffic divisions which have greatly increased the enforcement of traffic laws on the streets and highways of our state. To keep pace with the needs of field officers, the programs offered must be cutting-edge technology, using the latest information and equipment. With the ever changing driving environment, the role of the traffic law enforcement officer must also change to meet the increased skill levels required to investigate, detect, apprehend, and assist in the conviction of offenders. Through the offering of specialized training courses, law enforcement officers will be able to increase their knowledge and skills in the area of traffic enforcement.

GOALS AND OBJECTIVES

To provide traffic-safety related training to complement and enhance law enforcement efforts in the State of Missouri.

STRATEGIES AND ACTIVITIES

- Provide training on detection and apprehension of impaired drivers; field sobriety testing; courtroom testimony; and DWI crash investigation techniques
- Utilize the standardized course curricula established by the National Highway Traffic Safety Administration
- Offer training that informs law enforcement officers of the legal aspects of traffic stops, sobriety checkpoints, and DWI enforcement (utilizing the expertise in the Attorney General's Office)

FUNDING**Section 402: \$134,030.65****Section 410: \$ 46,228.79****CONTACT****Jackie Allen, Program Manager
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- Offer training to law enforcement that is low in cost and close in proximity
- Offer training that meets the Peace Officers Standards and Training (POST) requirements in order to give officers continuing education hours

RESULTS

The following courses were offered: Crash Investigation Series; DWI Detection and Apprehension; Sobriety Checkpoint Supervisor Training; Standardized Field Sobriety Testing; High Risk Vehicle Stops; Looking Beyond the DWI; Vehicle Stop Search and Seizure; Accident Reconstruction; and EVOC Training. Law enforcement training was offered by several POST-certified providers across the state. A total of 737 officers were trained at a cost of \$244.50 per student.

**MOTORCYCLE SAFETY PROGRAM****PROGRAM AREA(S)**

Police Traffic Services

JURISDICTION SIZE

Over 240,000

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Licensed Motorcycle Operators

PROJECT CHARACTERISTICS

Comprehensive, standardized motorcycle safety program for the State of Missouri.

PROBLEM IDENTIFICATION

According to 1997 statistics, there are 54,080 registered motorcycles and 254,317 licensed motorcycle operators in the State of Missouri. Motorcyclists experience higher than average traffic crash frequency and severity of injury in such crashes, which are disproportionate to other modes of transportation. Many of the deaths and injuries are related to the lack of skill in the operation of the motorcycle. Studies show that over the last ten years, the number of riders receiving formal training has increased substantially, while crashes and fatalities have shown significant declines over the same period of time. Motorcycle crashes have declined by 60% since 1985, while fatalities have declined by 50% (according to the Motorcycle Industry Council's 1995 Statistical Annual). Most studies agree, any crash on a motorcycle is a serious crash due to the motorcycle design and the lack of formal protection that is afforded the rider. Motorcycle rider education is a critical factor in the reduction of motorcycle crashes. Through sound, quality educational programs, motorcycle riders learn how to interact with car and truck operators, as well as how to make themselves more visible, and better roadway partners.

GOALS AND OBJECTIVES

Reduce the number and severity of crashes involving motorcycles.

STRATEGIES AND ACTIVITIES

- Establish a statewide motorcycle safety education program that meets the guidelines set forth in Missouri Statutes
- Provide for a State Motorcycle Safety Program Manager to coordinate implementation of the training program
- Establish a network of certified instructors
- Oversee current programs and instructors, and maintain certification files on all approved programs and their students
- Monitor the sites and instructors for compliance to the teaching and reporting requirements of the project
- Assure the Program Manager's certification is maintained with the

FUNDING**Section 402: 65,814.88****Section 410:****CONTACT**

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Motorcycle Safety Foundation (MSF)

- Conduct training for instructors to keep them abreast of the curriculum changes and/or updates
- Provide both the Beginning Motorcycle Rider and Experienced Rider Training Programs at several locations across the state

RESULTS

- A MSF Instructor Preparation course was conducted and five instructors were added to the list of approved instructors statewide. The State program also accepted and approved several instructors who relocated to Missouri from other states, bringing the approved list of instructors to a total of 72
- State coordinator represented Missouri as a Central Region Representative and Vice-chairperson of the National Association of State Motorcycle Safety Administrators, a two-year position that expires August of 1999
- The program and its members received several awards from the Motorcycle Safety Foundation:
 1. Steven Morris received Outstanding Instructor award
 2. Maplewood Community College received Outstanding Community Training Sponsor Award
 3. Dale Shikles, MSHP, received Outstanding Licensing Examiner Award
 4. Widman Motorcycle Sales received Outstanding Dealer Award
 5. Terry Butler, State Coordinator, received the 1997 Award of Excellence, the Foundation's highest honor.
- Offered several training courses to include:
 1. Motorcycle Rider Course: Riding and Street Skills
 2. Experienced Rider Course
 3. Experienced Rider Course: Sidecar
 4. Intermediate Riding & Street Skills
 5. Motorcycle Safety Foundation Instructor Program with 1048 people trained at 14 locations across the State
- Conducted 8 Quality Assurance Visits statewide to ensure that programs were operating within the guidelines of state regulations



TRAFFIC SAFETY CURRICULUM: FUEL FOR YOUR HEAD

PROGRAM AREA(S)

Youth (with emphasis on Alcohol, Speed, & Occupant Protection)

TYPE OF JURISDICTION

Statewide

PROJECT CHARACTERISTICS

Fuel for Your Head is a CD-ROM based curriculum designed for Health, Consumer and Family Science, and Drivers Education Classes. The target age group is 15 and 16 year-olds who are just beginning to drive.

JURISDICTION SIZE

Approximately 70,000 15 & 16 year olds with license/permit

TARGETED POPULATION(S)

15 and 16 year-olds in Health, Consumer and Family Science, and Drivers Education Classes

PROBLEM IDENTIFICATION

Young drivers between the ages of 16 and 20 comprise only 9% of all licensed drivers in the State of Missouri, yet they account for nearly 30% of all traffic crash deaths. Despite these alarming figures, our youth often get very limited instruction and practice when it comes to driving.

GOALS AND OBJECTIVES

The goal of this project is to help young drivers become better aware of the significance of driving safely and hence to reduce the number and severity of traffic crashes involving young drivers in the State of Missouri

STRATEGIES AND ACTIVITIES

- To create three, stand-alone traffic safety lessons which will present a moderate amount of information to users in a light, yet informative approach covering two course periods (100-120 minutes of course time).
- To create a dual-platform, multimedia, interactive CD-ROM which contains text, graphics/pictures, audio files, URLs (web addresses), and movies within three, stand-alone lessons.
- To create a CD-ROM based curriculum that is flexible enough to meet the individual needs of teachers and classes with varying levels of computer knowledge and/or availability.
- To create a Teacher's Manual which specifies the curriculum objectives, outlines the Show-Me Standards, and gives suggested learning activities for three, stand-alone lessons.
- To inform 15 and 16 year-olds about the basic rules of the road, how the consequences of poor driving can affect

FUNDING

Section 402: \$ 11,527.16

Section 410: \$

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people for a lifetime, and how to handle different driving scenarios.

- To provide all schools, serving the target audience, with the free curriculum.

RESULTS

The curriculum was pilot tested by students aged 15 to 17 from Blair Oaks High School, Helias High School, Putnam City High School, and Hazelwood West Junior-Senior High in April and May 1998. According to their evaluation:

- 70 % of the student participants gave a more-than-average rating to the overall quality of the CD-ROM curriculum;
- 54 % of the students thought Lesson 3 - King of the Road was the best of all the three lessons illustrated in the curriculum;
- nearly 86 % of the respondents thought it was easy to move from lesson to lesson when reviewing the program; and
- 58 % of the students thought the length of the entire program was about right. (As for the length of each of the three lessons, 62 % indicated Lesson 1 was about right, 56 % for Lesson 2, and 68 % for Lesson 3).

Eight teachers also helped with the organization of the evaluation study. Their responses to the curriculum were also very positive. They recommended putting more information in the first lesson about drugs and motorcycles. Overall, they liked lessons 2 and 3 the best.

**LAW ENFORCEMENT ACTIVITIES****PROGRAM AREA(S)**

Police Traffic Services

JURISDICTION SIZE

Available to over 700 local Law Enforcement Agencies plus State Highway Patrol

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Law Enforcement Community

PROJECT CHARACTERISTICS

Comprehensive enforcement projects blending any combination of the following activities: alcohol (sobriety checkpoints, DWI saturation enforcement); occupant protection; and hazardous moving violations.

PROBLEM IDENTIFICATION

In 1997, Missouri had a total of 191,765 traffic crashes resulting in a total of 1,192 deaths and 82,515 injuries. The economic loss associated with these traffic crashes was estimated to be \$2,949,793,000

In order to be effective, traffic safety countermeasure programs must include components for education, engineering, and enforcement. As calls-for-service, court appearances, and record keeping demands increase for law enforcement, they often do not have the time needed to concentrate on specific traffic problems. Targeted traffic enforcement usually requires additional funding for overtime or full-time manpower support designated to a traffic unit. Most law enforcement agencies do not have the funding necessary for these activities.

GOALS AND OBJECTIVES

To reduce traffic crash deaths and injuries in Missouri with specific emphasis on impaired drivers, drivers committing other hazardous moving violations, and drivers failing to employ occupant restraint devices in their vehicles.

- Increase police visibility thereby increasing compliance with traffic laws
- Heighten awareness of the motoring public to traffic safety issues
- Partner media with law enforcement for more effective programs
- Ultimately change social acceptance for disregard of traffic laws and unsafe driving behaviors

STRATEGIES AND ACTIVITIES

Projects to support the following enforcement activities were provided to 57 local law enforcement agencies plus the Missouri State Highway Patrol:

1. Hazardous Moving Violations—provide overtime funding for officers to concentrate at high incident areas during peak hours of the day and days of the week

FUNDING

Section 402: \$ 828,826.39

Section 410: \$

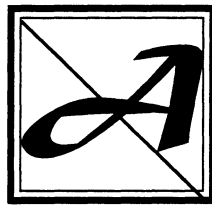
CONTACT

Law Enforcement Program Managers
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2. DWI Saturation Enforcement—fund additional law enforcement officers to work saturation patrols during peak hours and the worst days of the week in areas where high incidences of alcohol-related crashes have occurred
3. Sobriety Checkpoints—provide training, equipment, supplies and funding for overtime to support 5 checkpoints per local agency plus statewide checkpoints for the Highway Patrol
4. Occupant Protection—Host safety belt/child restraint checkpoints; participate in safety fairs; produce and disseminate educational materials/promotional items; make safety presentations at community events

RESULTS

1. Hazardous Moving Violations: 33 agencies received funding for these projects resulting in the following arrests for HMMVs—19,861; DWI/Drug—55; Other traffic violations—2,997; Occupant restraint violations—1,455
2. DWI Saturation Enforcement: 14 agencies received special enforcement projects which resulted in DWI & Drug arrests—417; other HMMVs—1,617; Occupant restraint violations—340; Other violations—226
3. Sobriety Checkpoints: 18 agencies held 95 checkpoints (18 of those were local law enforcement with 5 activities each; the remainder were held by the State Patrol): DWI—268; Drug Violations—72; Occupant Restraint Violations—391; Other HMMVs—162; Other Violations—4,348
4. Occupant Protection: 2 agencies received funding for special projects which resulted in 879 occupant restraint violations
5. Missouri State Highway Patrol Show Me Safe and Sober IV Operation resulted in the following: DWI arrests—49; Other HMMVs—344; Child Restraint/Seat Belt Violations—140; Warnings—1,019
6. Missouri State Highway Patrol Aircraft Speed Enforcement resulting in the following: Speeding arrests—13,077; Warnings—16,383
7. Missouri State Highway Patrol S.T.E.P. Enforcement Project Operation resulted in the following: DWI arrests—5; Other HMMVs—400; Other Violations—149; Child Restraint/Seat Belt Violations—196; Warnings—983



LCOHOL



BREATH ALCOHOL INSTRUMENT UPGRADE SUPPORT AND TRAINING

PROGRAM AREA(S)

Alcohol

JURISDICTION SIZE

700+ Law Enforcement Agencies

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Law Enforcement Community

PROJECT CHARACTERISTICS

Reassigns refurbished breath alcohol instruments to local law enforcement agencies and provides training to officers using this equipment.

PROBLEM IDENTIFICATION

Law enforcement needed new technology in the area of breath alcohol instruments. Older breath alcohol instruments needed to be replaced throughout the state in order to be decertified and make way for new technology. Missouri Statutes on Implied Consent require that all officers who administer evidentiary tests on impaired drivers be approved and trained as specified by the Missouri Department of Health (DOH). The Missouri Safety Center Breath Lab trains both Type II and Type III operators as well as officers needing training on the different types of instruments which will be reassigned to their jurisdictions.

GOALS AND OBJECTIVES

To increase DWI arrests and conviction rates in Missouri by:

- assuring law enforcement agencies have quality breath test equipment in efficient working order; and
- providing proper training to utilize the equipment.

STRATEGIES AND ACTIVITIES

- PHASE I—Provide an orderly, accountable method to place new breath instruments in the field, along with the required training for the officers who will use and administer the maintenance of the instruments.
- PHASE II—Provide an orderly, accountable method of placement of the reassigned BAC Verifiers (trade-in units from MSHP) to local enforcement agencies. This process will require testing, calibration, and change of E-proms (erasable, programmable, read only memory) in each instrument and the subsequent training (update) of the receiving agency's personnel.
- Provide support training for all law enforcement agencies in the State of

FUNDING

Section 402: \$ 114,122.47

Section 410: \$

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Missouri who currently operate or upgrade their breath testing instruments. Specifically, this training shall consist of Full Type II Supervisor (44 hour) certification, Type II update training for the following instruments: BAC Verifier, Datamaster, Intoxilyzer 5000, or RBT IV. The project will also conduct the full Type III training on the following instruments: BAC Verifier, Datamaster, Intoxilyzer 5000, and RBT IV. All training curricula will be approved by the Department of Health for implementation for the certification of officers under their rules and regulations.

- Make available for loan the Breath Alcohol Testing (BAT) Van to local agencies for use in their alcohol enforcement efforts.

RESULTS

Total number of officers trained: 217

- Type II Supervisor Course 70
- Type II Verifier Lab 37
- Type II Datamaster Lab 38
- Type II Intoxilyzer 5000 Lab 8
- Type III Operators 64

The lab repaired the following instruments

- BAC Verifiers 65
- Datamasters 33
- Intoxilyzer 5000's 33
- Alco Sensor 3 2
- SD 2 2

In addition, the lab placed 14 breath instruments in the field.

The BAT Van was utilized in 8 separate operations, resulting in a total of 503 arrests for DWI



CHEERS DESIGNATED DRIVER PROGRAM

PROGRAM AREA(S)

Alcohol

JURISDICTION SIZE

Available to all communities with college campuses

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Drinking population in college/university communities

PROJECT CHARACTERISTICS

A designated driver program for local communities which uses students from the local college/university campus to market and implement programs at the licensed serving establishments.

PROBLEM IDENTIFICATION

The primary cause of death for persons between the ages of 1-34 is traffic crashes, and alcohol consumption has been found to be a leading contributor to those crashes. Young adults and males, especially, are usually the ones involved in these crashes. The 1997 Missouri traffic crash statistics indicated that 4.8% of the total crashes were drinking related; however, 20.6% of all fatal crashes were alcohol related—approximately 4 times as many.

In the last decade, college and university administrators have developed an increased interest in the amount of alcohol students are consuming, even to the point of advocating that alcohol abuse is the major problem presently confronting their institutions.

GOALS AND OBJECTIVES

Reduce the number of alcohol-impaired drivers in college/university communities

STRATEGIES AND ACTIVITIES

The purpose of Project CHEERS is to implement and coordinate designated driver programs throughout the state. Colleges and universities serve as distribution points for program development, while the students serve as promoters for the program utilizing the slogan, "Working Together We Can Save Lives."

Project CHEERS is based at the University of Missouri-

Columbia campus. A Program Coordinator administers, implements, and monitors CHEERS activities statewide. In addition, a Marketing Coordinator provides technical assistance to design promotional materials/incentives to complement the program, and an Evaluation Coordinator conducts campus-wide surveys to research alcohol awareness programs and measure the impact of the

FUNDING**Section 402: \$ 54,853.47****Section 410: \$****CONTACT**

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University alcohol awareness programming efforts.

- Establish CHEERS chapters at colleges/universities throughout Missouri
- Secure liquor-serving establishments to participate in the program
- Provide establishments with signs, cups and promotional items
- Provide support to established chapters statewide
- Develop a media campaign to promote CHEERS
- Expand Project CHEERS Lifesavers volunteer organization

Chapters—Currently 18 active Chapters; **7 new Chapters established in the past year:** Central Missouri State University (Warrensburg); **Community Alliance for Healthy Kids; Lincoln University (Jefferson City); Preferred Family Healthcare (Kirksville);** Stephens College (Columbia); University of Missouri-Columbia; University of Missouri-Rolla; **Washington University (St. Louis);** Westminster College (Fulton); Columbia College (Columbia); **Gull-Ables (Camdenton);** Maryville University (Maryville); St. Louis Community College-Meramec; Unite 2000 of Webster Groves; **University of Missouri-Kansas City; University of Missouri-St. Louis;** Webster University (St. Louis); William Woods College (Fulton)

Activities—Community and campus fairs promoting CHEERS; Alcohol Responsibility Month (Remembrance Day Victim Impact Panel, DWI victim speaker Bobby Petrocelli “Which Way Would You Rather Get Home?”, Homecoming Spirit Rally, Homecoming House Decs, The Aftermath, Karaoke Night, Hollywood Squares, Jail-n-Bail, 24-Hour Walk “Don’t just Talk the Talk, Walk the Walk,” Project CHEERS Birthday Party); participation in Partnering for Success and BACCHUS/GAMMA Regional Conferences

Materials—New brochures, establishment posters, and college posters were developed and distributed.

Noteworthy—Webster Groves City Council participated in Project CHEERS by reducing the liquor license renewals for those establishments selling alcohol by the drink if they participated in the CHEERS server training. University of Missouri-Rolla, an active CHEERS chapter, honored nine business participants during halftime at a UMR football game.

SERVER TRAINING

PROGRAM AREA(S)

Alcohol

JURISDICTION SIZE

Available to all licensed establishments

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)Employees of wholesale/retail establishments
licensed to sell alcoholic beverages.**PROJECT CHARACTERISTICS**

Educational programs offered in an assembly-type setting intended to increase knowledge about the causes associated with traumatic brain and spinal cord injuries.

PROBLEM IDENTIFICATION

Licensees have consistently voiced their concern that Missouri's liquor laws are complicated and difficult to understand. This lack of understanding results in violations.

GOALS AND OBJECTIVES

- To reduce the overall number of liquor law violations statewide
- To provide licensees and their employees with a clearer understanding of state liquor laws in order to increase compliance
- To foster cooperation between the Missouri Division of Liquor Control, its licensees and other agencies in identifying potential areas of concern to the industry and community

STRATEGIES AND ACTIVITIES

"Server Training" is an educational program provided to groups of licensees and their employees that covers: sale to minors; sale to intoxicated individuals; sale after hours; and the detection of fraudulent forms of identification. In addition, a handbook on liquor law enforcement and classroom instruction is provided for law enforcement officers and law enforcement academy students to provide them with a basic understanding of Missouri's liquor laws. Instructors provide a uniform presentation of material which has been developed in a standard lesson plan.

RESULTS

- 539 Server Training educational programs were conducted
- 7,212 licensees and their employees were trained

FUNDING

Section 402: \$ 15,009.96

Section 410: \$

CONTACT

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**BADGES IN BUSINESS****PROGRAM AREA(S)**

Alcohol

JURISDICTION SIZE

Available to all licensed selling establishments statewide

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Young adults 15-21

PROJECT CHARACTERISTICS

A proactive approach to deter the illegal purchase of alcohol by persons under the age of 21

PROBLEM IDENTIFICATION

Many areas in the State of Missouri experience a high volume of incidents where minors regularly purchase or attempt to purchase alcohol. Missouri law allows people as young as 18 to sell alcohol at licensed premises. These young employees often lack proper training regarding Missouri liquor laws.

GOALS AND OBJECTIVES

- To reduce the number of minors attempting to purchase alcoholic beverages and the number of sales to minors violations
- Conduct a minimum of 200 "Badges in Business" Operations
- Provide training for young employees and oversight to prevent violations before they occur

STRATEGIES AND ACTIVITIES

Each "Badges in Business" investigation has two to three agents present during the operation. During the investigation, agents observe the premises while posing as patrons or employees, but do not participate in alcohol sales. As underage patrons enter the premises and attempt to purchase alcohol, the licensee or his employee first checks the youth's identification. If the employee feels that the identification is false or the youth is underage, the agent questions the youth to determine his age. Once the youth has been identified, he is issued a summons for violation of the state's liquor control laws.

RESULTS

- 408 Badges in Business investigations were completed
- 277 minors were arrested for the attempt to purchase liquor and/or false identification (67% of those arrested had used false identification)
- Trained employees of liquor establishments in proper identification checks

FUNDING**Section 402: \$****Section 410: \$ 58,421.21****CONTACT**

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**THINK FIRST MISSOURI****PROGRAM AREA(S)**

Youth Alcohol

TYPE OF JURISDICTION

Urban and Rural

PROJECT CHARACTERISTICS

Educational programs offered in an assembly-type setting intended to increase knowledge about the causes associated with traumatic brain and spinal cord injuries.

JURISDICTION SIZE

Statewide

TARGETED POPULATION(S)

Upper Elementary, Junior & Senior High
School Students and Adult employees

PROBLEM IDENTIFICATION

In the State of Missouri during 1997, there were 1,192 persons killed and 81,515 injured in traffic crashes. Of all 1997 Missouri traffic crashes 30.5% involved one or more drivers under the age of 21. Of all fatal Missouri traffic crashes 22.4% involved a young driver. Young drivers only account for 9.4% of all licensed drivers in the State of Missouri and continue to be significantly overrepresented in their involvement in Missouri traffic crashes.

A small part of an initial research and demonstration grant conducted in 1980 on the study of traumatic spinal cord injury in central Missouri found that the incidence of injuries in Missouri paralleled numbers nationally. Young people between 15 and 25 years of age were over-represented in these injuries. Traumatic head and spinal cord injuries result in disabilities that have no known cure. Given the nature of these injuries and the baseline data, it became clear that intervention was needed.

Traffic safety issues especially associated with young drivers are complex. Practical solutions combining a number of educational programs must be utilized for the hard-to-reach target groups.

GOALS AND OBJECTIVES

To reduce the number and severity of traffic crashes involving young drivers by increasing awareness of traumatic brain and spinal cord injuries among those at greatest risk, and to provide ways to prevent these injuries from happening.

STRATEGIES AND ACTIVITIES

THINK FIRST Missouri's school assembly program was developed as a school-based education program for adolescents and is intended to increase knowledge about causes of these injuries. The one-hour program is designed for upper elementary, junior and senior high school students and is typically presented in an assembly format by young adults with brain and spinal cord injuries. THINK FIRST Missouri acknowledges the fact that the messenger is as important as the message when attempting to persuade people. One of the primary reasons THINK FIRST has been so popular is that the presenters are youthful, dynamic speakers—young adults who suffered

FUNDING**Section 402: \$ 143,510.36****Section 410: \$****CONTACT**

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such injuries themselves. The program is also fast-paced and energetic, which is especially import with young audiences.

The Corporate Program under THINK FIRST Missouri offers a similar format to the assembly program but for corporations throughout Missouri to educate their employees. Individuals who have sustained a brain or a spinal cord injury from a motor vehicle crash are the featured speakers who deliver a powerful message of traffic safety at the work site or a community forum.

THINK FIRST Missouri Speakers Bureau has been established with approximately sixteen (16) speakers. Some of these speakers only present at school assembly presentations, some strictly at corporate/community traffic safety programs, and a few present at either. The Corporate/Community Traffic Safety Program will deliver at least thirty-six (36) traffic safety programs to Missouri work sites or community organizations during the contract year.

The Program Coordinator administers, implements, and monitors activity within the two programs. Duties include scheduling prevention activities (school assemblies and corporate/community programs), referrals, and program speakers; recruiting, training and collaborating with other prevention specialists.

Emphasis during the THINK FIRST Missouri prevention programs is placed on:

- Safety Belt Use and Safe Driving Behavior
- Speeding
- Drinking and Driving
- Helmet Usage
- Proper Bystander Behavior

Results:

THINK FIRST Missouri held fifty (50) school assemblies reaching over 9,942 students

Corporate/Community Traffic Safety Program made 38 presentations at 37 sites reaching 3,334 people

THINK FIRST Missouri distributed ten (10) THINK FIRST curriculum kits, collaborated with various agencies in several injury prevention activities and held a Young Traffic Offender Program each month within the University of Missouri-Columbia School of Medicine.



YOUTH LEADERSHIP TRAINING/CONFERENCES

PROGRAM AREA(S)

Youth Alcohol

TYPE OF JURISDICTION

Urban and Rural Schools

JURISDICTION SIZE

Statewide

TARGETED POPULATION(S)

High School Students

PROJECT CHARACTERISTICS

These conferences are designed to empower youth to take an active role in preventing alcohol and other drug use and the impaired driving that accompanies such use. They are based on the belief that young people can become a potent force in combating substance abuse and supporting safe driving practices among other teens.

PROBLEM IDENTIFICATION

A young driver's inexperience combined with extreme risk taking has tragic consequences. In the State of Missouri during 1997, there were 1,192 persons killed and 81,515 injured in traffic crashes. Of all these traffic crashes, 30.5% involved one or more drivers under the age of 21. Of all fatal crashes, 22.4% involved a young driver although young drivers only account for 9.4% of all licensed drivers in the State. Young drivers continue to be significantly overrepresented in their involvement in Missouri traffic crashes. The tragedy is that most of these injuries are preventable. Efforts to understand why adolescent drivers are at increased risk for motor vehicle injury point to unsafe driving habits as a primary contributor. Behaviors most frequently associated with such injury and death are non-use of safety belts, speeding and driving under the influence of alcohol or other drugs.

GOALS AND OBJECTIVES

- To modify behavior regarding substance abuse, drinking and driving, and other unsafe driving practices among the targeted population
- To host three youth leadership training conferences in Missouri during the summer of 1998

STRATEGIES AND ACTIVITIES

At the conferences, teens had the opportunity to see firsthand the seriousness of the young driver problem in Missouri. Not only was the problem of drinking and driving addressed, but also other highway safety concerns:

* lack of seat belt and child restraint usage * aggressive driving * speeding * pedestrian and bicycle safety * motorcycle and ATV safety

While attending the Youth Leadership Training/Conferences the students:

- increased their knowledge about alcohol and other drug use and impaired driving and explore their attitudes and behavior related to these topics
- were introduced to a variety of strategies for the prevention of youth alcohol and drug use and impaired driving
- built social, leadership and organizational

FUNDING

Section 402: \$ 76,978.78

Section 410: \$

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skills by practicing them in a supportive setting

- developed action plans to implement prevention activities
- were empowered to take a lead role in working with their peers and adults to address issues related to unsafe driving behaviors
- were provided with on-going assistance to their schools and communities to implement prevention activities
- were provided with opportunities during the school year for all schools to participate in a joint activity

RESULTS

The following schools attended the Youth Conference in Moberly, MO:

- North East R-IV School, Cairo, MO
- Hannibal School District, Hannibal, MO
- Higbee R-VIII School, Higbee, MO
- J. C. Penny High School, Hamilton, MO
- Keytesville R-III School, Keytesville, MO
- Knox County R-1 High School, Edina, MO (two teams)
- Lewis County C-1, Ewing, MO
- Moberly Senior High School, Moberly, MO
- North Shelby High School, Shelbyville, MO
- Salisbury High School, Salisbury, MO
- Sturgeon R-V School, Sturgeon, MO
- Trenton High School, Trenton, MO
- Westran High School, Huntsville, MO
- Ketesville R-III Summer School Class, Keytesville, MO
- Moberly Public School, Moberly, MO
- New Cambria High School, New Cambria, MO
- Tina-Avalon School, Tina, MO
- Chillicothe High School, Chillicothe, MO

The following schools attended the Team Spirit Leadership Training Conference in Cape Girardeau, MO:

- Fatima High School, Westphalia, MO
- Jackson High School, Jackson, MO
- New Madrid County Central High School, New Madrid, MO
- Potosi High School, Potosi, MO
- St. Vincent's High School, Perryville, MO
- Scott City R-1 High School, Scott City, MO
- Viburnum High School, Viburnum, MO

The following schools attended the Team Spirit Leadership Training Conference in Springfield, MO.

- Ash Grove High School, Ash Grove, MO
- Bolivar High School, Bolivar, MO
- Cabool High School, Cabool, MO
- Conway High School, Conway, MO
- Hickman Mills High School, Kansas City, MO
- Niangua High School, Niangua, MO
- Spokane High School, Spokane, MO

**RECORD OF CONVICTION CLEANUP****PROGRAM AREA(S)**

Alcohol

TYPE OF JURISDICTION

Statewide

JURISDICTION SIZE

45 Circuits

TARGETED POPULATION(S)

Missouri Circuit and Associate Circuit Courts

PROJECT CHARACTERISTICS

Review Record of Conviction cases and update improperly reported cases. Train court clerks in the proper record of conviction reporting procedures.

PROBLEM IDENTIFICATION

The current reporting process for involuntary manslaughter charges is a manual process that requires a Record of Conviction (ROC) form to be sent to the Missouri State Highway Patrol (MSHP) Traffic Records Division, then on to the Missouri Department of Revenue (DOR) for inclusion in the offender's record. This results in a 5-year denial of driving privileges. In 1997, it was found that some serious alcohol-related offenses were not being properly reported; thus, the last step of the process--license revocation--had not been taking place.

GOALS AND OBJECTIVES

- Process outstanding Record of Conviction cases (which were improperly processed)
- Increase the number of license revocations on convicted DWI offenders

STRATEGIES AND ACTIVITIES

- Compile list of felony convictions and send to circuit clerks
- Meet with MSHP and DOR to eliminate duplicate reporting
- Review records in circuit courts having the greatest number of records to be checked
- Complete all circuit courts then begin associate circuit courts
- Provide training in proper reporting procedures
- Revise Missouri Court Clerk Handbook

RESULTS

- 5,284 circuit files and 7,895 associate files reviewed to determine if reported correctly
- 4,711 improperly reported Records of Conviction were found and corrected
- All Circuit Courts completed by 10/98
- All targeted Associate Courts completed by 11/98
- Proper Reporting Procedures training provided to the Courts visited
- Training conducted at the Circuit Clerk Association convention, Associate and Probate Clerk Association convention, Annual Municipal Clerk Training seminars, Annual Regional Clerk Training seminars, New Clerk Orientation seminars, Working in Missouri Court System seminars
- Proper Reporting Procedures articles published in "Missouri Court Personnel Newsletter"

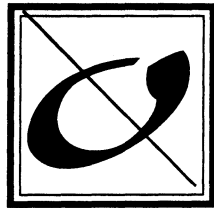
FUNDING

Section 402: \$

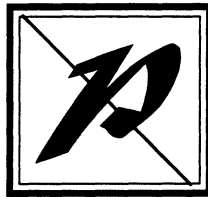
Section 410: \$ 110,055.73

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CCUPANT



ROTECTION

**CHILD SAFETY SEAT TRAINING PROGRAM****PROGRAM AREA(S)**

Occupant Protection

JURISDICTION SIZE

300+ but with unlimited potential

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Parents, child care providers, law enforcement officers, and health care professionals

PROJECT CHARACTERISTICS

"Train-the-Trainer" type of public education and information program designed to reach the target population with messages regarding the importance of utilizing child safety seats and the importance of correct use.

PROBLEM IDENTIFICATION

Too many children under age four are being killed and injured in motor vehicle crashes. The two largest contributing factors are lack of education/training and misuse of child restraints.

GOALS AND OBJECTIVES

Reduce deaths and injuries in the 0-4 age group resulting from traffic crashes.

STRATEGIES AND ACTIVITIES

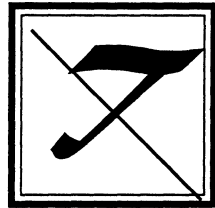
- Provide child safety seat training to school bus drivers and others assisting in the transport of young children on school buses.
- Educate and train parents, caregivers, law enforcement and others about the correct use of child safety seats in a variety of settings including conferences, safety fairs, and trainings.
- Participate in local child safety seat checks which educate caregivers on proper child safety seat installation.
- Participate in nationally standardized child passenger safety training for instructor certification.

RESULTS

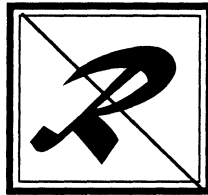
Educated over 300 individuals about proper child safety seat use. Those trained were encouraged to share this information with others in their communities, agencies, day cares, and hospitals by teaching the information themselves.

FUNDING**Section 402: 2,465.42****Section 410:****CONTACT**

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RAFFIC



ECORDS



LOCAL TRAFFIC ANALYSIS PROGRAM (MOTIS)

PROGRAM AREA(S)

Traffic Records

TYPE OF JURISDICTION

Statewide

JURISDICTION SIZE

700+Law Enforcement Agencies

TARGETED POPULATION(S)

Local Law Enforcement Agencies
and Local Traffic Engineering Of-
fices

PROJECT CHARACTERISTICS

The Missouri (local) Traffic Information System (MOTIS) is a PC based software system designed for use by local law enforcement agencies and traffic engineers to assist them in tracking statistical traffic data. Input data is also utilized to generate both general and customized reports concerning enforcement activities and traffic crash occurrences.

PROBLEM IDENTIFICATION

In an effort to identify crash demographics more effectively and efficiently and in a uniformed manner, the MOTIS software program was developed for Missouri law enforcement agencies to meet the following criteria:

Enforcement—Identify causation factors at high crash locations for manpower deployment; reports are used to track all traffic enforcement efforts as a measuring tool.

Engineering—Identify high crash locations and provide information (e.g., causation factors, crash types, environmental conditions, roadway conditions). Statistical data is used to develop traffic crash countermeasure programs.

Education—Supply traffic crash and enforcement information for use in public information programs.

The MOTIS software, of course, must be continually upgraded in order to provide the most effective program for law enforcement. In an effort to enlist as many enforcement agencies as possible in the program, it is necessary to provide information to interested agencies about the workings of MOTIS (how to obtain the program software, how to participate in the cost sharing of hardware, and how to receive the training necessary to utilize the entire MOTIS package).

GOALS AND OBJECTIVES

- Complete and distribute Windows version of the MOTIS software.
- Continue to provide training for existing and new software users.
- Develop operational plan for electronic data sharing between local and state agencies.
- Develop a data import/export method between MOTIS and mini-mainframe systems.

RESULTS

New Users:

Moline Acres Police Department * St. Joseph Police Department * Pine Lawn Police Department * Hamilton Police Department * Lake Winnebago Police Department * Platte Woods Police Department * Platte City Police Department * Gladstone Police Department

FUNDING

Section 402: \$62,510.96

Section 410:

CONTACT

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Training Sessions Conducted:

MOTIS Operator Course I—2 classes with 6 participants

Presentations:

LETSAC Annual Traffic Services Conference—Lake Ozark, MO

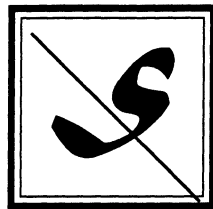
1998 Traffic Records Forum—Tucson, AZ

Conferences Attended:

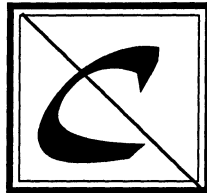
Traffic Records and Highway Information Systems Forum-Minneapolis, MN

Programming:

Construction of a Windows version of the MOTIS software is near completion. All information from the traffic crash reports and the traffic summons will be captured under the new version.



AFE



COMMUNITIES



NORTHERN MISSOURI, SPRINGFIELD, AND CAPE GIRARDEAU SAFE COMMUNITIES

PROGRAM AREA(S)

Safe Communities

JURISDICTION SIZE

Northern Missouri (Randolph & Macon Counties)	38,000
Springfield Safe Communities (Greene & Christian Counties)	250,000
Cape Girardeau Safe Communities (Cape Girardeau County)	100,000

Actual size is much greater due to daily traffic influx & university populations

TYPE OF JURISDICTION

North Central, Southeast, and
Southwest Missouri Communities

TARGETED POPULATION(S)

People living, working, and traveling
through the Safe Community area

PROJECT CHARACTERISTICS

Missouri Safe Communities are comprehensive prevention programs that utilize local injury data to support countermeasure activities. The program concept expands resources and partnerships, increases program visibility, and establishes community ownership and support for transportation injury prevention programs.

PROBLEM IDENTIFICATION

Motor vehicle crashes are the principal cause of on-the-job fatalities and the third largest cause of all deaths in the United States. Fatalities, however, are only a small part of the total injury picture. The economic burden of these injuries is enormous—over \$150.5 billion each year in economic costs and \$17 billion in medical costs. The vast majority of the traffic related injuries and deaths are not acts of fate, but are predictable and preventable.

GOALS AND OBJECTIVES

- Enhance business, government, health care and community partners working together toward comprehensive injury prevention approaches.
- Develop and implement traffic safety countermeasure projects that address education, public awareness, enforcement and engineering strategies
- Reduce deaths, injuries and costs resulting from motor vehicle, pedestrian and bicycle collisions as well as from other injury incidents.

STRATEGIES AND ACTIVITIES

- Expand partnerships in the community
- Access and evaluate local injury data in order to determine areas of concern and whether these areas will be addressed
- Develop appropriate countermeasures
- Promote injury as a community "health issue"
- Develop prevention, education, public awareness, enforcement & engineering countermeasure programs
- Provide support to law enforcement

FUNDING

Section 402: \$ 277,529.81

Section 410: \$

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agencies in their enforcement and education efforts

- Evaluate results of the program and make modifications as needed

RESULTS

Northern Missouri Safe Communities

Public Information & Education Programs

- 15 Seat Belt/Child Restraint presentations conducted - 257 participants
- 27 child restraint seats provided with demonstrations and instructions on proper use
- 11 Bicycle Safety programs – 565 participants
- Annual “Youth Conference” with 72 young adults participating
- 15 Alcohol/Drug prevention presentations in schools and community events – 2229 participants
- 9 Safety Fairs to distribute public awareness information and traffic safety incentives
- Recruitment of high school students for the Randolph County Youth Advisory Council
- Vince and Larry safety belt programs conducted in four area schools
- Buckle Bear programs conducted in four area schools
- Weekly articles provided to 14 area newspapers

Enforcement Efforts

- 384 overtime hours - safety belt, speed enforcement, sobriety checkpoints and DWI patrols

Partnerships

Mothers Against Drunk Driving * Caring Communities * Missouri Youth/Adult Alliance * Missouri Department of Health, Drug/Alcohol Abuse * Community 2000 * Safe Passage Advisory Board * Northeast Missouri Safe Kids Coalition * Randolph County Council of Social Agencies * Missourians for Safe and Sober Driving * Caring Kids and Kids Boost Program (Randolph County Housing Development) * AARP * Randolph County Sheriff's Department * Moberly Police Department, Fire Department * Randolph County Public and Private Schools * Parents-as-Teachers programs * Head Start programs * Macon Public Utilities; Rescue Squad; Family Literacy Center; Police Department * Moberly Area Community College

Springfield Safe Communities

Public Information & Education Programs

- Drinking and Driving Docu-Dramas conducted in area high schools - 360 participants
- Drinking and driving programs - 2,640 participants
- Bicycle Safety Programs - 2,600 participants
- Occupant Restraint presentations - 2,181 participants
- Biking Spree
- Annual Team Spirit Youth Leadership Conference - 107 young adult participants
- Mock DWI Trials
- 6 Motorcycle Rider Education Courses
- Miscellaneous programs, projects, presentations and displays - 2,586 participants
- Survey of Springfield drivers - January 1998
- Safety belt survey of Springfield drivers - October, 1998, 53% use rate

Enforcement

- 350.75 overtime hours - DWI patrol, sobriety checkpoints, exhibits, etc.

Partnerships

* Safe Kids Coalition * Mothers Against Drunk Drivers * Springfield DWI Task Force * Springfield Traffic Advisory Board * Cox Health Systems * Aaron Wm. Sachs and Associates * Southwest Missouri State University * Springfield Police Department * State Farm Insurance * Signature

Bank * St. John's Health Systems * Suzuki/Kawasaki-Springfield * Pro-Cycle-Springfield * Surdyke Yamaha of Marionville * Springfield Public Schools

Cape Girardeau Safe Communities

Public Information & Education Programs

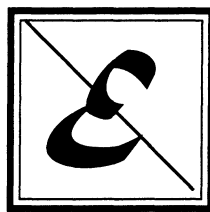
- Puppet Mania safety program presented to Cape Girardeau School District – 1250 participants
- Drinking and Driving Docu-drama held at four area high schools, Southeast Missouri State University, and surrounding County high schools
- Safety Village traffic safety educational program – 40 participants
- Safety City USA Bicycle Safety Program – 200 participants
- Bike Smart Safety Fair, Child Safety Seat checks, Buckle Up America Safety Belt check points were conducted in partnership with Safe Kids Coalition
- Think First! Heads Up! Head and spinal cord injury prevention program presented in 9 area high schools – 2,065 participants
- Red Ribbon Campaign – 20,000 red ribbons distributed in December to remind motorists not to drink and drive
- Fatal Vision Goggle presentations – 2,350 participants
- Buckle Bear program – 1,800 participants
- Vince & Larry program – 2,000 participants
- Southeast Missouri Disability Awareness Fair
- Alcohol Server Training program presented to liquor retailers
- Child Passenger Safety Week—donation of child safety seats to Cab Company
- Southeast Missouri Health & Safety Fair
- Team Spirit Youth Leadership Conference – 100 participants
- Child Safety Seat Training presentations

Enforcement

- Safety belt survey of 500 drivers—use rate of 74%
- Safety belt/speed overtime patrol (one officer working 4 hours overtime per day at peak crash times and locations from July 1–September 4, 1998) resulted in 248 contacts
- DWI overtime patrol (two officers working two 4.5 hour shifts Friday and Saturday nights between 10:30 p.m. and 3:30 a.m.) resulted in: 493 vehicles stopped; 52 DWI arrests; 160 Field sobriety tests performed; 94 Portable breath tests performed; 152 Traffic tickets issued; 32 Non traffic tickets issued; 8 Equipment repair orders

Partnerships

Cape Girardeau Police Department * Jackson Police Department * Cape Girardeau County Sheriff's Department * Mothers Against Drunk Driving * Safe Kids Coalition * Heads Up Program * Cape Girardeau County School Districts * St. Francis Medical Center * Cape Girardeau County Ambulance Service * Southeast Missouri State University * Jackson Noon Optimist Club



ENGINEERING



HIGHWAY SAFETY DATA PROCESSING: STATISTICAL ANALYSIS CENTER (SAC) AND STATEWIDE TRAFFIC ACCIDENT REPORTING SYSTEM (STARS)

PROGRAM AREA(S)

Engineering

JURISDICTION SIZE

All individuals involved in traffic crashes or receiving citations.

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

State agencies and law enforcement agencies

PROJECT CHARACTERISTICS

Research, data analysis, statistical programming, and technical resource support for information service requirements of MDHS as well as other state and local traffic safety authorities. Data entry, encoding and microfilming of all traffic crashes sent to the Missouri State Highway Patrol.

PROBLEM IDENTIFICATION

Providing sophisticated information support services and research capabilities is an essential ingredient in the development of comprehensive traffic safety programs at the State and Federal levels. The Traffic Division at MSHP is the statewide repository for all traffic accident reports. All accident reports are entered into the state system at that location. This cannot be accomplished effectively and in a timely manner without overtime hours to encode accident reports, modify report forms, print accident reports, and prepare manuals.

GOALS AND OBJECTIVES

- Provide concise, timely, and detailed statistical analyses to MDHS and requesting agencies to assist in strategic planning for their operations
- Educate law enforcement agencies on the proper method of completing accident reports
- Assure rapid entry of accident reports into mainframe database to have current statistics for countermeasure efforts

STRATEGIES AND ACTIVITIES

- Properly forecast needs of agencies requesting statistical information and remain current on software upgrades
- Properly forecast the number of accident report forms needed to assure an adequate supply for all requesting law enforcement agencies
- Determine number of hours necessary to encode reports within an acceptable time frame.

FUNDING**Section 402: \$ 73,274.29****Section 410: \$****CONTACT**

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RESULTS

SAC produced the 1997 Traffic Safety Compendium and disseminated the document to over 200 state, federal, and local traffic safety authorities and other public officials. Analysis was executed on the number of traffic crashes in Missouri resulting from the speed limit increase. Analytical and information service was provided to the MDHS to support implementation of countermeasure programs contained in the Highway Safety Plan. STARS processed 192,120 accident reports.



BRIDGE ENGINEERING ASSISTANCE PROGRAM (BEAP) TRAFFIC ENGINEERING ASSISTANCE PROGRAM (TEAP)

PROGRAM AREA(S)

Engineering

JURISDICTION SIZE

The size of this program is limited only by budget constraints

TYPE OF JURISDICTION

Mostly smaller rural communities & counties

TARGETED POPULATION(S)

Smaller communities/counties with limited resources

PROJECT CHARACTERISTICS

The BEAP and TEAP programs have been developed in an effort to provide professional engineering assessments of bridge and traffic problems to qualifying political subdivisions. This project is funded through the MO Department of Transportation

PROBLEM IDENTIFICATION

Bridge & traffic engineering issues (e.g. structure, design) are a problem throughout Missouri. Often smaller communities/counties do not have the budget or staff to perform intricate, scientific engineering studies. Without assistance, they are unable to adequately identify the problems in order to be able to work toward resolving them.

GOALS AND OBJECTIVES

To provide engineering studies of various degrees to communities/counties restricted by budget, size and ability thereby enabling them to build and maintain better roadways and bridges to handle traffic loads.

STRATEGIES AND ACTIVITIES

- MODOT subcontracts with professional engineering consultant firms in the eastern and western halves of the state.
- Political subdivisions submit requests for assessments to MODOT; requests are reviewed to determine eligibility.
- Assignments are made to carry out assessments.

FUNDING**Section 402: \$91,972.30****Section 410:****CONTACT**

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RESULTS

Types of studies provided this year: multi-way stops; sign reviews; congestion; signal timing and geometrics; traffic programs; parking & circulation; speed limits; intersection analysis; traffic volume summaries; bridge studies; etc.

BEAP assessments were completed or are in-progress in 19 counties: Andrew, Barry, Buchanan, Caldwell, Clay, Cooper, Dade, Dallas, Harrison, Howard, Lawrence, Livingston, Mercer, Monroe, Platte, Ray, Scotland, St. Louis, and Texas.

TEAP assessments were completed or are in-process in 13 cities/counties: Ballwin, Dexter, Farmington, Fredricktown, Hannibal, Jefferson County, Jennings, Malden, Maplewood, Moberly, Portageville, St. Peters and Warson Woods.

Presently, there is no follow-up to identify whether communities/counties actually initiated work recommended.

**TRAINING & CONFERENCES—ENGINEERING****PROGRAM AREA(S)**

Engineering

JURISDICTION SIZE

The size of this program is dependent on participation of engineers

TYPE OF JURISDICTION

Statewide

TARGETED POPULATION(S)

Local, state, and state-contracted traffic engineers

PROJECT CHARACTERISTICS

Provides funding for traffic engineering training and conferences.

PROBLEM IDENTIFICATION

There is always a need to provide opportunities for technological exchange in fields which require a great deal of expertise, such as in the area of traffic engineering. The Missouri Department of Transportation would like to provide continual training to any personnel who have such responsibility. On the local level, the need is even greater where there is a lack of trained personnel in traffic engineering. Often the task of evaluating or recognizing traffic problem areas lies with personnel whose primary responsibilities are not always in relation to traffic/safety engineering.

GOALS AND OBJECTIVES

To provide high quality engineering training on traffic standards, methods and new developments to local, state, and state-contracted personnel. These techniques and ideas are then utilized to ensure Missouri's roads are safer for the traveling and pedestrian public.

STRATEGIES AND ACTIVITIES

The Missouri Department of Transportation plans, organizes and hosts one conference and two workshops annually.

RESULTS

There were 122 individuals trained.

FUNDING

Section 402: \$9,667.00

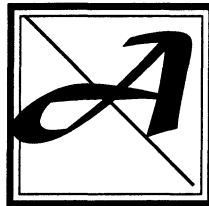
Section 410:

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UDGET



DDENDUM

U.S. DEPARTMENT OF TRANSPORTATION, NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
FEDERAL AID REIMBURSEMENT VOUCHER

Number: 1998 -VOU- 012

State of Missouri

Progress Voucher
** APPROVED **

Period of Claim: 11/01/98 to 11/30/98

Reimbursement Method: Advance 98-ADV-012 \$130,198.75

Program Area Code	Project	HCS Federal Funds Obligated	Amount of Share-to-Local Benefit	Cumulative State/Federal Cost to Date	Cumulative Federal Funds Expended	Federal Funds Previous Amnt. Claimed	Federal Funds Claimed this Period
NHTSA							
Section NHTSA 402							
Planning and Administration							
PA-98-00-00-00		0.00	0.00	0.00	0.00	0.00	0.00
PA-98-01-00-00	Planning and	184,055.14	0.00	159,534.18	159,534.18	158,994.36	539.82
TOTAL Planning and Administration		184,055.14	0.00	159,534.18	159,534.18	158,994.36	539.82
Alcohol							
AL-98-00-00-00		0.00	0.00	0.00	0.00	0.00	0.00
AL-98-03-00-00		730,171.31	0.00	413,761.51	413,761.51	366,686.62	47,074.89
TOTAL Alcohol		730,171.31	0.00	413,761.51	413,761.51	366,686.62	47,074.89
Occupant Protection							
OP-98-00-00-00		0.00	0.00	0.00	0.00	0.00	0.00
OP-98-05-00-00		126,168.15	0.00	43,865.31	43,865.31	43,865.31	0.00
TOTAL Occupant Protection		126,168.15	0.00	43,865.31	43,865.31	43,865.31	0.00
Police Traffic Services							
PT-98-00-00-00		0.00	0.00	0.00	0.00	0.00	0.00
PT-98-02-00-00		1,933,708.93	0.00	1,381,985.33	1,381,985.33	1,367,123.74	14,861.59
TOTAL Police Traffic Services		1,933,708.93	0.00	1,381,985.33	1,381,985.33	1,367,123.74	14,861.59
Traffic Records							
TR-98-00-00-00		0.00	0.00	0.00	0.00	0.00	0.00
TR-98-06-00-00		115,991.79	0.00	91,348.78	91,348.78	91,348.78	0.00
TOTAL Traffic Records		115,991.79	0.00	91,348.78	91,348.78	91,348.78	0.00
Youth Alcohol							
YA-98-00-00-00		0.00	0.00	0.00	0.00	0.00	0.00
YA-98-03-00-00		539,655.67	0.00	276,038.18	276,038.17	263,511.63	12,526.54
TOTAL Youth Alcohol		539,655.67	0.00	276,038.18	276,038.17	263,511.63	12,526.54
Safe Communities							
SA-98-00-00-00		0.00	0.00	0.00	0.00	0.00	0.00
SA-98-09-00-00		404,134.99	0.00	279,062.40	279,062.40	269,121.78	9,940.62
TOTAL Safe Communities		404,134.99	0.00	279,062.40	279,062.40	269,121.78	9,940.62
Roadway Safety							
RS-98-00-00-00		0.00	0.00	0.00	0.00	0.00	0.00
RS-98-11-00-00		258,900.00	0.00	153,756.81	153,756.81	130,536.46	23,220.35
TOTAL Roadway Safety		258,900.00	0.00	153,756.81	153,756.81	130,536.46	23,220.35

U.S. DEPARTMENT OF TRANSPORTATION, NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
FEDERAL AID REIMBURSEMENT VOUCHER

Number: 1998 -VOU- 012

Date 12/22/98

State of Missouri

Progress Voucher

** APPROVED **

Period of Claim: 11/01/98 to 11/30/98

Reimbursement Method: Advance 98-ADV-012 \$130,198.75

Program Area Code	Project	HCS Federal Funds Obligated	Amount of Share-to-Local Benefit	Cumulative State/Federal Cost to Date	Cumulative Federal Funds Expended	Federal Funds Previous Amnt. Claimed	Federal Funds Claimed this Period
Special Occupant Protection							
SO-98-00-00-00		0.00	0.00	0.00	0.00	0.00	0.00
SO-98-05-00-00		199,912.00	0.00	30,479.97	30,479.97	30,479.97	0.00
TOTAL Special Occupant Protection		199,912.00	0.00	30,479.97	30,479.97	30,479.97	0.00
TOTAL Section NHTSA 402		4,492,697.98	0.00	2,829,832.47	2,829,832.46	2,721,668.65	108,163.81
Section 410 Alcohol							
410 Alcohol							
J7-98-00-00-00		0.00	0.00	0.00	0.00	0.00	0.00
J7-98-03-00-00		2,241,571.76	0.00	508,012.18	508,012.18	485,977.24	22,034.94
TOTAL 410 Alcohol		2,241,571.76	0.00	508,012.18	508,012.18	485,977.24	22,034.94
TOTAL Section 410 Alcohol		2,241,571.76	0.00	508,012.18	508,012.18	485,977.24	22,034.94
TOTAL NHTSA		6,734,269.74	0.00	3,337,844.65	3,337,844.64	3,207,645.89	130,198.75
FHWA							
Section FHWA 402							
Traffic Engineering Services							
FTE-98-11-00-00		136,026.13	0.00	22,699.76	22,699.76	22,699.76	0.00
TOTAL Traffic Engineering		136,026.13	0.00	22,699.76	22,699.76	22,699.76	0.00
TOTAL Section FHWA 402		136,026.13	0.00	22,699.76	22,699.76	22,699.76	0.00
TOTAL FHWA		136,026.13	0.00	22,699.76	22,699.76	22,699.76	0.00
TOTAL NHTSA & FHWA:		6,870,295.87	0.00	3,360,544.41	3,360,544.40	3,230,345.65	130,198.75
Total NHTSA & FHWA 402 Only:		4,628,724.11	0.00	2,852,532.23	2,852,532.22	2,744,368.41	108,163.81
Total NHTSA & FHWA Transfer Funds Only:		0.00	0.00	0.00	0.00	0.00	0.00

